



<b>General</b>	<b>163</b>
<b>Buoyage System</b>	<b>163</b>
<b>Cautions</b>	<b>163</b>
<b>Currency</b>	<b>164</b>
<b>Government</b>	<b>164</b>
<b>Holidays</b>	<b>164</b>
<b>Industries</b>	<b>164</b>
<b>Languages</b>	<b>164</b>
<b>Mined Areas</b>	<b>164</b>
<b>Regulations</b>	<b>165</b>
<b>Time Zone</b>	<b>166</b>
<b>U.S. Embassy</b>	<b>166</b>
<b>Vessel Traffic Service</b>	<b>166</b>

## General

Singapore lies at the S extremity of Asia and is located at the SE end of the Malay Peninsula. It is separated from the Malaysian mainland by the Johore Strait and from Indonesia by the Singapore Strait. The country consists of one large island and about 64 nearby islets.

The terrain consists mostly of lowland, originally swamp and jungle in many areas, with a gentle undulating central plateau.

The climate is tropical, being hot, humid, and rainy. There are no pronounced rainy or dry seasons; thunderstorms occur on 40 per cent of all days, including 67 per cent of all days during April.

## Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

## Cautions

### Fishing Devices

Fishing stakes and enclosures may be encountered along most of the coastal banks and shores of the Indonesian islands, particularly off the mouths of rivers. These devices are generally found in depths of 5 to 10m, but in some cases may be laid in greater depths. The positions of such devices are only charted when their locations are permanent.

Fish aggregating devices may be encountered at a number of places off the E and W coasts of the Malay Peninsula. These devices are moored in depths of up to 30m and are usually marked by buoys.

### Haze

Thick haze often occurs in the vicinity of Singapore, particularly in the early morning and late afternoon. Vessels are advised to send an accurate ETA, as it is difficult to identify ships approaching the pilot boarding stations during such periods. Occasionally, smoke from fires on the nearby islands reduces visibility in the approaches to the port area.

### Piracy

It was reported (1995) that vessels have been attacked by armed thieves in the vicinity of the Malacca Straits and Singapore Strait, mainly near Phillip Channel. These attacks were usually made from fast motor boats approaching from astern. Loaded vessels with low freeboards seem to be particularly vulnerable.

Vessels with low freeboards transiting the Malacca Straits and Singapore Strait often use security lights to guard against piracy. These lights by their brilliance may obscure the vessel's navigation lights.

The International Maritime Bureau (IMB) of the International Chamber of Commerce has established a Piracy Countermeasures Center at Kuala Lumpur. This center operates for the Southeast Asian Region and is able to receive reports from vessels concerning attacks and advise of danger areas. Piracy warnings originated by the Center will be broadcast daily to NAVAREA XI, VIII, and X through Enhanced Group Calling using the SafetyNET System.

For further details the IMB Center can be contacted, as follows:

IMB Piracy Reporting Center  
ICC International Maritime Bureau  
P.O. Box 12559  
50782 Kuala Lumpur  
Malaysia  
Telephone: +60-3-2031-0014  
Facsimile: +60-3-2078-5769  
Telex: MA31880 IMBPCI  
E-mail: imbkl@icc-ccs.org.uk

#### IMB Piracy Reporting Center Home Page

[http://www.iccwbo.org/ccs/menu\\_imb\\_piracy.asp](http://www.iccwbo.org/ccs/menu_imb_piracy.asp)

## Currency

The official unit of currency is the Singapore dollar, consisting of 100 cents.

## Government



**Flag of Singapore**

Singapore, which received independence from Malasia in 1965, is a republic. The President is directly elected to a 6-year term and appoints the Prime Minister and the Cabinet. The unicameral Parliament consists of 83 members who are directly elected to serve 5-year terms and, to ensure representation of parties not in the government, 10 members who are appointed to 2-year terms.

The legal system is based on English common law.

The capital is Singapore.

## Holidays

The following holidays are observed:

New Year's Day	January 1
----------------	-----------

Good Friday	Varies
Labor Day	May 1
National Day	August 9
Christams Day	December 25

Other religious public holidays, which vary depending on the appearance of the moon, are Chinese New Year, Hari Raya Haji, Vesak Day, Deepavali, and Hari Raya Puasa.

## Industries

Singapore is the principal trading center of Southeast Asia. The major industries include petroleum refining, electronics, shipbuilding and repair, textiles, rubber processing, food and beverage processing, oil drilling equipment, entrepot trade, financial services, biotechnology, tourism, poultry, fishing.

The main agricultural crops include vegetables, fruits, copra, tobacco, and rubber. The country is a major exporter of orchids and tropical fish.

## Languages

The official languages are Malay, Chinese, Tamil, and English. English is used in government and commerce.

## Mined Areas

### Danger Areas

The following Firing Exercise Areas lie in the S approaches to Singapore:

#### 1. Southern Islands Live Firing Area.

- 1°13'49"N, 103°42'25"E.
- 1°12'41"N, 103°42'56"E.
- 1°12'09"N, 103°43'10"E.
- 1°11'47"N, 103°43'20"E.
- 1°11'47"N, 103°44'17"E.
- 1°10'32"N, 103°44'58"E.
- 1°09'50"N, 103°44'51"E.
- 1°09'37"N, 103°44'19"E.
- 1°09'37"N, 103°43'45"E.
- 1°11'31"N, 103°42'19"E.
- 1°12'12"N, 103°40'49"E

then to a point where it meets an arc having a radius of 6,126.5m, and then gradually NE following the aforesaid arc for a distance of 4,277.1m back to point a.

#### 2. Pulau Sudong Live Firing Area.

- 1°12'43"N, 103°42'55"E.
- 1°12'53"N, 103°43'26"E.
- 1°12'41"N, 103°43'56"E.
- 1°12'16"N, 103°44'10"E.
- 1°11'47"N, 103°44'19"E.
- 1°11'47"N, 103°44'20"E.
- 1°12'43"N, 103°42'55"E.

#### 3. Pulau Sudong Maneuvering Area.

- 1°12'43"N, 103°42'55"E.
- 1°13'30"N, 103°42'34"E.

- c. 1°13'49"N, 103°43'09"E.
- d. 1°13'31"N, 103°43'51"E.
- e. 1°13'28"N, 103°44'10"E.
- f. 1°12'16"N, 103°44'10"E.
- g. 1°12'41"N, 103°43'56"E.
- h. 1°12'53"N, 103°43'26"E.
- i. 1°12'43"N, 103°42'55"E.

For information concerning mine areas in the outer approaches to Singapore, see Indonesia—Danger Areas.

For information concerning firing areas and restricted areas in the outer approaches to Singapore, see Pub. 120, Sailing Directions (Planning Guide) Pacific Ocean and Southeast Asia.

## Regulations

### Navigation through the Strait of Malacca and the Strait of Singapore

An IMO-approved Routing System has been established in the Malacca and Singapore Straits. This system consists of several Traffic Separation Schemes (TSS) and a Deep Water (DW) Route which may best be seen on the chart. The following rules apply to vessels transiting this routing system:

1. For the purpose of these rules, the following definitions apply:

- a. A vessel having a draft of 15m or more shall be deemed to be a deep-draft vessel.
- b. A tanker of 150,000 dwt or more shall be deemed to be a Very Large Crude Carrier (VLCC).

The above definitions do not prejudice the definition of "Vessels constrained by their draft" as described in Rule 3 (h) of the 72 COLREGS.

2. The following general provisions apply:

- a. Deep-draft vessels and VLCCs shall allow for an underkeel clearance of at least 3.5m at all times during the entire passage through the Straits of Malacca and Singapore and shall also take all necessary safety precautions, especially when navigating through the TSSs.
- b. Masters of deep-draft vessels and VLCCs shall have particular regard for navigational constraints when planning their passages through the straits.
- c. All deep-draft vessels and VLCCs navigating within the TSSs are recommended to use the pilotage services of the respective countries when they become available. (Indonesia, Malaysia, and Singapore.)
- d. Vessels shall take into account the precautionary areas where crossing traffic may be encountered and be in a maximum state of maneuvering readiness in these areas.

3. The following rules apply:

- a. **Rule 1**—Eastbound deep-draft vessels shall use the designated deep-water routes.
- b. **Rule 2**—Eastbound deep-draft vessels navigating in the deep-water routes in Phillip Channel and Singapore Strait shall as far as practicable, avoid overtaking.
- c. **Rule 3**—All vessels navigating within the traffic separation scheme shall proceed in the appropriate traffic lane in the general direction of traffic flow for that lane and maintain as steady a course as possible, consistent with safe navigation.
- d. **Rule 4**—All vessels having defects affecting operational safety shall take appropriate measures to overcome

these defects before entering the Straits of Malacca and Singapore.

e. **Rule 5**—In the event of an emergency or breakdown of a vessel in the traffic lane, the vessel shall, as far as practicable and safe, leave the lane by pulling out to the starboard side.

f. **Rule 6**—

(i) Vessels proceeding in the westbound lane of the In the Singapore Strait TSS when approaching Raffles Lighthouse shall proceed with caution, taking note of the local warning system, and, in compliance with Rule 18(d) of the International Regulations for Preventing Collisions at Sea, 1972, avoid impeding the safe passage of a vessel constrained by its draft which is exhibiting the signals required in Rule 28 and which is obliged to cross the westbound lane of the scheme in order to approach the SPM facility (in approximate position 1°11.42'N, 103°47.50'E) from Phillip Channel.

(ii) Vessels proceeding in the TSSs when approaching any of the precautionary areas shall proceed with caution, taking note of the local warning system, and, in compliance with Rule 18(d) of the International Regulations for Preventing Collisions at Sea, 1972, avoid impeding the safe passage of a vessel constrained by its draft which is exhibiting the signals required in Rule 28 and which is obliged to cross that precautionary area.

(iii) Information relating to the movement of ships constrained by their draft as referred to in paragraphs (i) and (ii) above will be given by radio broadcasts. The particulars of such broadcasts are promulgated by Notices to Mariners. All vessels navigating in the area of the TSS should monitor those radio broadcasts and take account of the information received.

g. **Rule 7**—VLCCs and deep-draft vessels navigating in the Straits of Malacca and Singapore shall, as far as it is safe and practicable, proceed at a speed of not more than 12 knots over the ground in the following areas:.

- (i) At One Fathom Bank TSS.
- (ii) Deep-water routes in Phillip Channel and in Singapore Strait.
- (iii) Westbound lanes between positions 1°12.51'N, 103°52.25'E and 1°11.59'N, 103°50.31'E and positions 1°11.13'N, 103°49.18'E and 1°08.65'N, 103°44.40'E.

h. **Rule 8**—All vessels navigating in the routing system of the Straits of Malacca and Singapore shall maintain at all times a safe speed consistent with safe navigation, shall proceed with caution, and shall be in a maximum state of maneuvering readiness.

i. **Rule 9**—

(i) Vessels which are fitted with VHF radio communications are to participate in the ship reporting system adopted by the Organization:

- (1) Vessels of 300 gross tons and above.
- (2) Vessels of 50m or more in length.
- (3) Vessels engaged in towing or pushing with a combined gross tonnage of 300 and above, or with a combined length of 50m or more.
- (4) Vessels of any tonnage carrying hazardous and/or potentially polluting cargo in accordance with

the definitions of paragraph 1.4 of Resolution MSC 43(64).

(5) All passenger vessels that are fitted with VHF, regardless of length of gross tonnage.

(6) Any category of vessels less than 50m in length or less than 300 gross tons which is fitted with VHF and in an emergency, uses the appropriate traffic lane or separation zone, in order to avoid immediate danger.

(ii) VLCCs and deep-draft vessels navigating in the Straits of Malacca and Singapore are advised to broadcast, 8 hours before entering the traffic separation schemes, navigational information giving name, dead-weight tonnage, draft, speed, and times of passing One Fathom Bank Lighthouse, Raffles Lighthouse, and Horsburgh Lighthouse. Difficult and unwieldy tows are also advised to broadcast similar information.

j. **Rule 10**—All vessels navigating in the Straits of Malacca and Singapore are requested to report by radio to the nearest shore authority any damage to or malfunction of the aids to navigation in the Straits, or any aids out of position in the Straits.

k. **Rule 11**—Flag States, owners, and operators should ensure that their vessels are adequately equipped in accordance with the appropriate international conventions/recommendations.

7. Mariners are warned that local traffic, which could be unaware of the internationally-agreed regulations and practices of seafarers, may be encountered in or near the TSSs. Therefore, mariners should take any precautions which may be required by the ordinary practice of seamen or by the special circumstances of the case.

## General

Vessels are advised not to anchor in the Strait of Malacca and Singapore Strait between the landward limit of the Traffic Separation Scheme or precautionary area and the adjacent port limits. Vessels are to anchor only in designated areas.

For details concerning Pilotage Regulations and Rules of Navigation for the Port of Singapore, see Pub. 174, Sailing Directions (Enroute) Strait of Malacca and Sumatera.

## Time Zone

The Time Zone description is HOTEL (-8). Daylight Savings Time is not observed.

### World Time Zone Chart

<http://www.odci.gov/cia/publications/factbook/ref/pdf/802801.pdf>

## U.S. Embassy

The U.S. Embassy is situated at 27 Napier Road, Singapore 258508.

The mailing address is FPO AP 96534.

### U. S. Embassy Singapore Home Page

<http://www.usembassysingapore.org.sg>

## Vessel Traffic Service

### Reporting System

### STRAITREP

STRAITREP is a joint Indonesia-Malaysia-Singapore mandatory ship reporting system in the Straits of Malacca and Singapore.

The following categories of vessels are required to participate in STRAITREP:

1. Vessels of 300 gross tons and over.
2. Vessels 50m long and over.
3. Vessels engaged in towing or pushing with a combined gross tonnage of 300 gross tons and above, or with a combined length of 50m or greater.
4. Vessels of any tonnage carrying hazardous cargo in accordance with the definitions of paragraph 1.4 of Resolution MSC 43(64).
5. All passenger vessels fitted with VHF, regardless of length or gross tonnage.
6. Any category of vessels less than 50m long or less than 300 gross tons which are fitted with VHF and, in an emergency, uses the appropriate traffic lane or separation zone, in order to avoid immediate danger.

The operational area of STRAITREP covers the Straits of Malacca and Singapore between longitude 100°40'E and longitude 104°23'E, as shown in [Chartlet 1](#) and [Chartlet 2](#). This area includes the routing system in the Straits of Malacca and Singapore.

A STRAITREP shall be made to the appropriate VTS authority, as follows:

1. When entering the W limit of the STRAITREP operational area.
2. When entering the E limit of the STRAITREP operational area.
3. When crossing a line joining Tanjung Piai and Pulau Karimun Kecil.
4. When approaching from the S:
  - a. Via Selat Riae—when abeam of Karang Galang Light.
  - b. Via Selat Durian—when abeam of Pulau Jangkat Beacon.
5. When approaching from East Johor Strait—when abeam of Eastern Buoy.
6. When leaving a port or anchorage in the area.
7. Prior to joining the traffic lane of the TSS.
8. A ship approaching from a direction other than stated in 1 through 7 above shall, upon reaching Sector 7, 8, or 9, report by giving the vessel's position as a bearing and distance from one of the following reference points:
  - a. Pulau Iyu Kechil Light.
  - b. Sultan Shoal Light.
  - c. Raffles Light.
  - d. Sakijang Lighted Beacon.
  - e. Bedok Light.
  - f. Tanjung Stapa Light.

As an alternative, the position may also be given in latitude and longitude.

The format for a STRAITREP is, as follows:

Designator	Information	Remarks
A	Vessel name and call sign.	
C	Latitude (4 figures with N) and longitude (5 figures with E).	The format in C or D may be used.
D	True bearing (3 figures) and distance in nautical miles from identified landmark.	The format in C or D may be used.
E	Course (3 figures).	When requested by the VTS authority.
F	Speed, in knots and tenths of knots (3 figures).	When requested by the VTS authority.
P	Hazardous cargo on board—indicate YES or NO. If YES, indicate class, if applicable, and information in Q and/or R, as applicable.	
Q	Defects or damage.	
R	Pollution or dangerous cargo lost overboard. Indicate position as in C or D above.	

A STRAITREP will be based on VHF voice radio communication. The call to the appropriate VTS authority shall be

made on the VHF channel assigned to the sector where the ship is located, as follows:

Sector	VHF channel	VTS authority
1	68	Klang VTS
2	88	Klang VTS
3	84	Klang VTS
4	61	Klang VTS
5	88	Klang VTS
6	88	Johor VTS
7	73	Singapore VTS
8	14	Singapore VTS
9	10	Singapore VTS

The STRAITREP shall be submitted on that channel or on another available. All reports shall be transmitted in English.

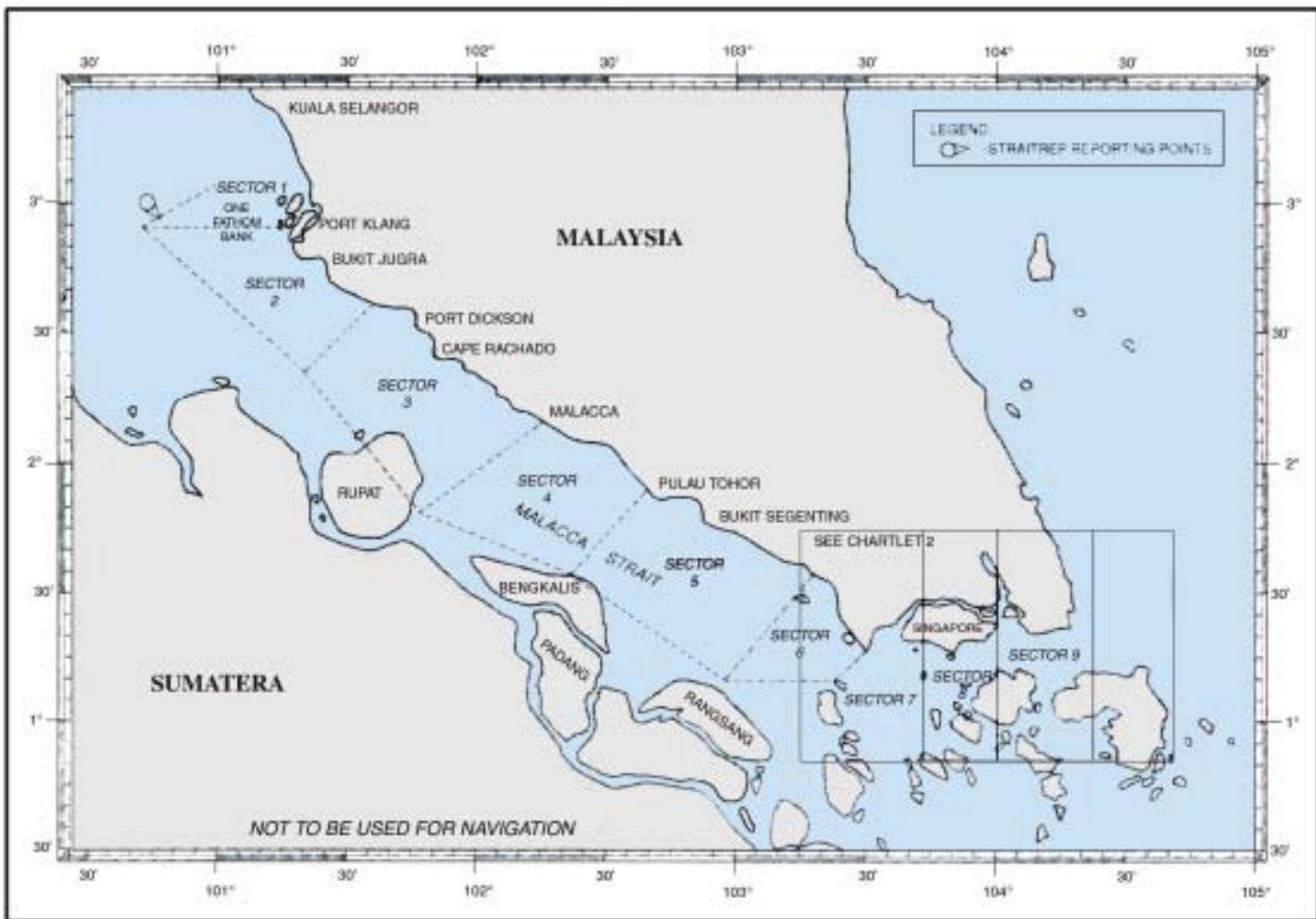
Depending on the sector, every ship shall also maintain a listening watch on the appropriate VHF channel of that sector. Information of general interest to ships will be broadcast on VHF channel 16 and any other channel as may be specified by the appropriate VTS authority. This broadcast will be preceded by an announcement on the appropriate VHF channel assigned to that sector.

STRAITREP also provides information to ships about specific and critical situations which could cause conflicting traffic movements and other information concerning the safety of navigation.

#### General

For information concerning the Vessel Traffic Information Service System (VTIS) for the Port of Singapore and the inner approaches, see Pub. 174, Sailing Directions (Enroute) Strait of Malacca and Sumatera.

CHARTLET 1





## CHARTLET 2

